



CBK01

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 7/93

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: HAMILTON COUNTY CODE# 061-00061

DISTRICT NUMBER: 2 COUNTY: HAMILTON DATE 09/22/98

CONTACT: Stephan J. Mary, P.E. PHONE # (513) 946-4272

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: Blue Rock Bridge Relocation (B-0009)

SUBDIVISION TYPE

(Check only 1)

- ☒ 1. County
☐ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$600,000.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____
MBE SET-ASIDE OFFERED
Construction \$ _____
Procurement \$ _____

PROJECT TYPE

(Check Largest Component)

- ☐ 1. Road
☒ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 3,000,000.00

FUNDING REQUESTED: \$ 600,000.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 600,000.00

LOAN: \$ _____

LOAN ASSISTANCE: \$ _____

% _____ TERM: _____ yrs. (Attach Loan Supplement)

(Check Only 1)

- ☐ State Capital Improvement Program
☒ Local Transportation Improvements Program
☐ Small Government Program

DISTRICT MBE SET-ASIDE

Construction \$ _____
Procurement \$ _____

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ /C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: _____ / _____ / _____

OPWC Approval: _____

APPROVED FUNDING: \$ _____

Loan Interest Rate: _____

Loan Term: _____ years

Maturity Date: _____

Date Approved: _____ / _____ / _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

- a.) Project Engineering Costs:
1. Preliminary Engineering \$ N/A.00
 2. Final Design \$ N/A.00
 3. Other Engineer Services * \$ N/A.00
 - Supervision \$ N/A.00
 - Miscellaneous \$ N/A.00
- b.) Acquisition Expenses:
1. Land \$ N/A.00
 2. Right-of-Way \$ N/A.00
- c.) Construction Costs: \$ 3,000,000.00
- d.) Equipment Purchased Directly: \$ N/A.00
- e.) Other Direct Expenses: \$ N/A.00
- f.) Contingencies: \$ N/A.00
- g.) **TOTAL ESTIMATED COSTS: \$ 3,000,000.00**

MBE	Force Account
\$	\$
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

- | | | % |
|---------------------------------|------------------------|-------|
| a.) Local In-Kind Contributions | \$ <u>N/A</u> .00 | _____ |
| b.) Local Public Revenues | \$ <u>0</u> .00 | _____ |
| c.) Local Private Revenues | \$ <u>N/A</u> .00 | _____ |
| d.) Other Public Revenues | | _____ |
| 1. ODOT PID# <u>14731</u> | \$ <u>2,400,000.00</u> | 80 |
| 2. EPA/OWDA | \$ <u>N/A</u> .00 | _____ |
| 3. OTHER | \$ <u>N/A</u> .00 | _____ |

SUB TOTAL LOCAL RESOURCES: \$ 2,400,000.00 80

- e.) OPWC Funds
1. Grant \$ 600,000.00 20
 2. Loan \$ 0.00 _____
 3. Loan Assistance \$ 0.00 _____

SUB TOTAL OPWC RESOURCES: \$ 600,000.00 20

f.) **TOTAL FINANCIAL RESOURCES: \$ 3,000,000.00 100%**

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Blue Rock Bridge Relocation (B-0009)

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a.) SPECIFIC LOCATION: Project is located approximately 1320 feet northwest of the intersection of East Miami River Road and Blue Rock Road, where it crosses the Great Miami River into New Baltimore, Hamilton County, Ohio. The proposed bridge will be upstream from the existing bridge on a new improved alignment from the northern intersection of Blue Rock Road and East Miami River Road, westward across the Great Miami River and ending at the intersection of River Road.

PROJECT ZIP CODE: 45247

b.) PROJECT COMPONENTS: Construction of a new bridge over the Great Miami River including drilled shafts, piling, sheeting, MSE retaining wall, culvert, including approach embankment work, asphalt roadway and roadway items such as: guardrail, signing and striping.

c.) PHYSICAL DIMENSIONS / CHARACTERISTICS Existing structure was built in 1914 and has a 465 foot span and is 29.6 feet wide out to out of trusses (22 feet wide between curbs.) It has a sufficiency rating of 6.0, structurally deficient and is rated a 4P. Structure is load limited to 5 tons. Load limit was lowered from 15 tons to 5 tons in 1990.

d.) DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household.

Attach current rate ordinance.

ADT=7758, which is low due to the fact that trucks are banned.

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 50 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 3,000,000.00 100%
State Funds Requested for Repair and Replacement \$ 600,000.00 20%

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 0 %

State Funds Requested for New and Expansion \$ 0 %

(SCIP Project Grant Funding for New and Expansion cannot exceed 50% of the Total Project Costs.)

4.0 PROJECT SCHEDULE:*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>9 / 3/ 92</u>	<u>12 /18 /98</u>
4.2 Bid Advertisement:	<u>7 / 12 /99</u>	<u>8 /5 /99</u>
4.3 Construction:	<u>9 / 1 /99</u>	<u>6 /30 /01</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER

William W. Brayshaw

TITLE

Hamilton County Engineer

STREET

138 E. Court Street, Room 700

County Administration Building

CITY/ZIP

Cincinnati, OH 45202

PHONE

(513) 946-4272

FAX

(513) 946-4288

5.2 CHIEF FINANCIAL

OFFICER

Dusty Rhodes

TITLE

Hamilton County Auditor

STREET

138 E. Court Street, Room 700

County Administration Building

CITY/ZIP

Cincinnati, OH 45202

PHONE

(513) 946-4045

FAX

(513) 946-4288

5.3 PROJECT MANAGER

TITLE

Steve Mary

STREET

Bridge Engineer

138 E. Court Street, Room 700

County Administration Building

CITY/ZIP

Cincinnati, OH 45202

PHONE

(513) 946-4272

FAX

(513) 946-4288

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

X A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. (Attach)

X A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)

X A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)

 A copy of the cooperation agreement(s) if this project involves more than one subdivision or district. (Attach)

X Capital Improvements Report: (Required by 164 O.R.C. on standard form)

 A: Attached.

 X B: Report/Update Filed with the Commission within the last twelve months.

 Floodplain Management Permit: Required if project is in 100 year floodplain. See Instructions.

X Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

William W. Brayshaw, P.E.-P.S., Hamilton County Engineer

Certifying Representative (Type or Print Name and Title)

William W. Brayshaw 9-25-98
Signature/Date Signed

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Blue Rock Bridge Relocation (B-0009) project will have a useful life of at least 50 years.

CONSTRUCTION COSTS:

The opinion of Project Construction Costs is based on current unit price experience and is subject to adjustment upon completion of detailed plans and receipt of an acceptable proposal by a qualified contractor.


WILLIAM W. BRAYSHAW, P.E.- P.S.
HAMILTON COUNTY ENGINEER

PROJECT :BLUE ROCK BRIDGE RELOCATION (B-0009)

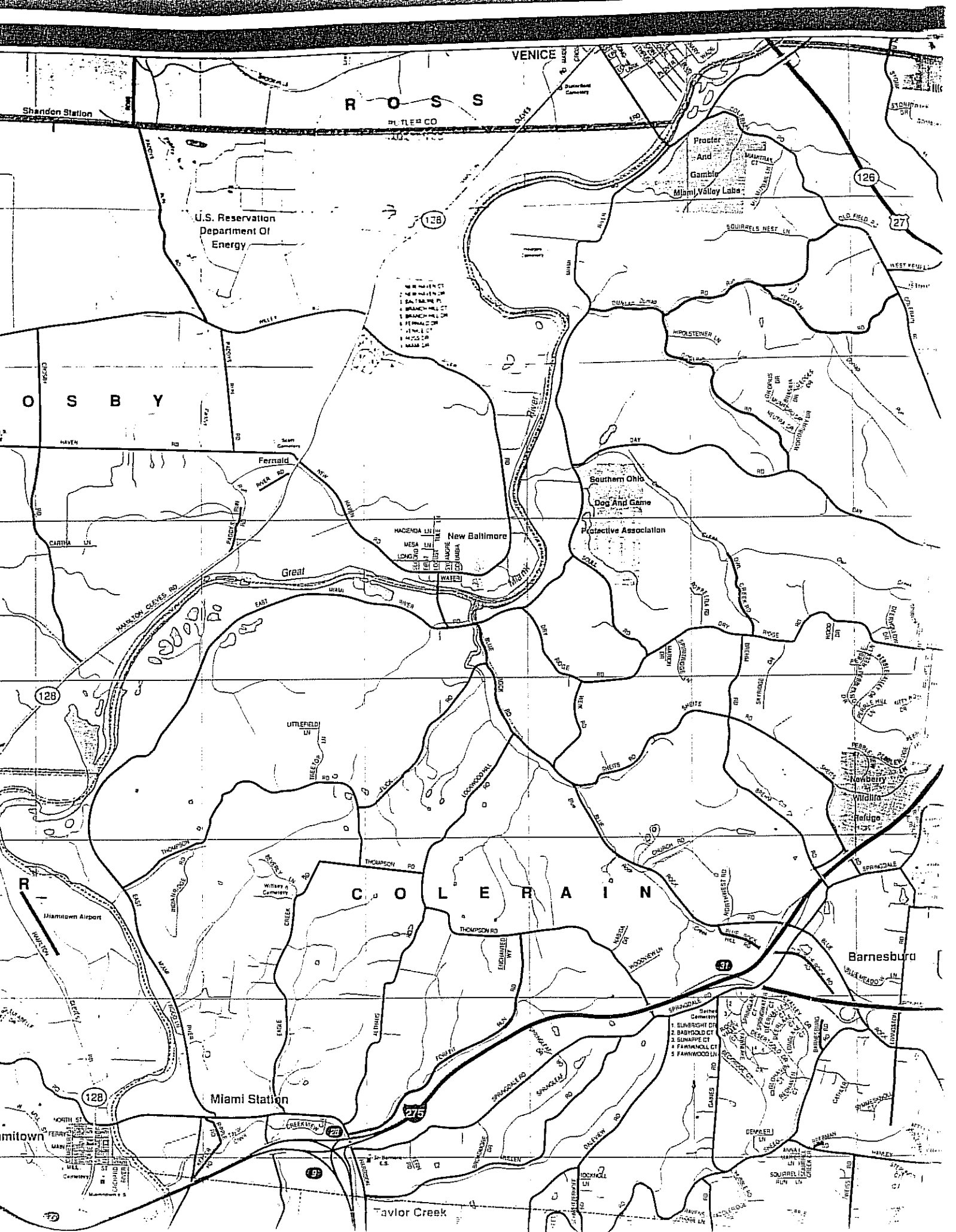
ENG. EST.: \$3,000,000.00

BID DATE :

REF NO	ITEM NO.	DESCRIPTION	UNIT	QUANT	ENGINEER' UNIT	ESTIMATE TOTAL
1	201	CLEARING AND GRUBBING	LS	1	100000	100000.00
2	202	PORTIONS OF STRUCTURES REMOVED	EACH	2	50000	100000.00
3	202	GUARDRAIL REMOVED	LF	42	3	126.00
4	202	RAISED PAVEMENT MARKER REMOVED FOR STORAGE	EACH	1	4	4.00
5	203	EXCAVATION, NOT INCLUDING EMBANKMENT	CM	135	15	2025.00
6	203	EXCAVATION OF UNSUITABLE MATERIAL	CM	333	20	6660.00
7	203	EMBANKMENT	CM	34229	9	308061.00
8	203	EMBANKMENT USING GRANULAR MATERIAL	CM	2000	26	52000.00
9	203	PROOF ROLLING	HOURL	2	213	426.00
10	203	SUBGRADE COMPACTION	SM	3876	1	3876.00
11	207	TEMPORARY SEEDING AND MULCHING	SM	1630	1	1630.00
12	207	FILTER FABRIC FENCE	M	60	4	240.00
13	301	BITUMINOUS AGGREGATE BASE(PAVMT RESTORATION)	CM	581	85	49385.00
14	304	AGGREGATE BASE	CM	581	35	20335.00
15	407	TACK COAT FOR INTERMEDIATE COURSE	L	892	1	892.00
16	408	BITUMINOUS PRIME COAT	L	8760	1.00	8760.00
17	410	TRAFFIC COMPACTED SURFACE, AS PER PLAN	CM	15	41.00	615.00
18	448	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2	CM	175	89.00	15575.00
19	448	ASPHALT CONCRETE SURFACE COURSE, TYPE 1	CM	124	100.00	12400.00
20	503	COFFERDAMS, CRIBS AND SHEETING	LUMP	1	30000.00	30000.00
21	503	UNCLASSIFIED EXCAVATION, AS PER PLAN	LUMP	1	6000.00	6000.00
22	505	PILE DRIVING EQUIPMENT MOBILIZATION	LUMP	1	15000.00	15000.00
23	507	STEEL PILINGS HP 250X62, FURNISHED	M	388	50.00	19400.00
24	507	STEEL PILINGS HP 250X62, DRIVEN	M	388	50.00	19400.00
25	507	STEEL PILE SPLICES	EACH	17	100.00	1700.00
26	511	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN	CM	511	650.00	332150.00
27	511	CLASS S CONC., SUPER, A.P.P.(DIA. FOR CONC. I-BEAMS	CM	117	775.00	90675.00
28	511	CLASS C CONC., PIER ABOVE FOOTINGS	CM	181	600.00	108600.00
29	511	CLASS C CONC., ABUT. INCL. FOOTING	CM	152	450.00	68400.00
30	515	PRESTRESS. CONC. I-BEAM, A.P.P. (IV MOD, 1675 DEEP)	EACH	10	16500.00	165000.00
31	515	PRESTRESS, CONC. I-BEAM, A.P.P. (IV MOD. 1675 DEEP)	EACH	15	16500.00	247500.00
32	516	STRUCTURAL EXP. JT. INCL. ELAST. COMPR. SEAL, A.P.P	M	23	675.00	15525.00
33	516	ELASTOMERIC BEARING W/ INT. LAM. ONLY (NEOP.) A.P.	EACH	10	60.00	600.00
34	516	ELASTOMERIC BEARING W/ INT. LAM. ONLY (NEOP.) A.P.	EACH	10	100.00	1000.00
35	516	ELASTOMERIC BEARING W/INT. LAM. ONLY (NEOP.) A.P.	EACH	5	145.00	725.00
36	516	ELASTOMERIC BEARING W/INT. LAM. & LOAD PLATE, A.P	EACH	10	550.00	5500.00
37	516	ELAST. BEARING W/INT. LAM., AND LOAD PLATE A.P.P.	EACH	10	1000.00	10000.00
38	516	ELAST. BEARING W/INT. LAM. AND LOAD PLATE A.P.P.	EACH	5	1350.00	6750.00
39	517	RAILING, MISC.: DEEP BEAM RAIL W/ TUBULAR BACKUP	M	370	300.00	111000.00
40	518	SCUPPER, INCL. SUPPORTS, AS PER PLAN	EACH	16	850.00	13600.00
41	518	POROUS BACKFILL WITH FILTER FABRIC	LUMP	1	5200.00	5200.00
42	518	150mm PERF. CORR. PLAS. PIPE, A. P.P.	M	35	30.00	1050.00
43	518	150mm NON-PERF. PLAS. PIPE, INCL. SPECIALS, A.P.P.	M	11	45.00	495.00
44	601	RIPRAP	SM	17	304.00	5168.00
45	601	ROCK CHANNEL PROTECTION, TYPE B W/ FILTER FABRI	CM	1500	54.00	81000.00
46	601	ROCK CHANNEL PROTECTION, TYPE C W/ FILTER FABRI	CM	10	60.00	600.00
47	602	CONCRETE MASONRY	CM	2	678	1356.00
48	603	150mm CONDUIT, TYPE B	M	20	31	620.00
49	603	150mm CONDUIT, TYPE E	M	20	30	600.00
50	603	150mm CONDUIT, TYPE F	M	20	39	780.00
51	603	450mm CONDUIT, TYPE B	M	23	200	4600.00
52	603	900mm CONDUIT, TYPE A	M	42	300	12600.00
53	604	CATCH BASIN, NO. 2-2A	EACH	1	1110	1110.00
54	604	MANHOLE, NO. 3	EACH	1	1920	1920.00
55	605	AGGREGATE DRAIN	M	124.0	30	3720.00
56	606	GUARDRAIL TYPE 5	M	107	50	5350.00

57	606	GUARDRAIL, TYPE 5, AS PER PLAN	M	564	50	28200.00
58	606	ANCHOR ASSEMBLY, TYPE A	EACH	2	601	1202.00
59	606	BRIDGE TERMINAL ASSEMBLY, TYPE 4	EACH	4	481	1924.00
60	609	CURB, TYPE 6	M	32	44	1408.00
61	611	REINF. CONC. APPR. SLAB (T= 380mm), A.P.P.	SM	173	155	26815.00
62	614	MAINTAINING TRAFFIC	LUMP	1	25000	25000.00
63	614	BARRIER REFLECTOR, TYPE A	EACH	27	6	162.00
64	614	OBJECT MARKER	EACH	30	11	330.00
65	614	TEMP. CENTER LINE, CLASS 1, 740.46, TYPE I	KM	1	5814	5814.00
66	614	TEMP. EDGE LINE, CLASS 1, 740.06, TYPE I	KM	1	3491	3491.00
67	614	TEMP. STOP LINE, CLASS 1, 740.06, TYPE I	M	2	32	64.00
68	615	TEMP. PAVT. , A.P.P. "A"	SM	42	24	1008.00
69	615	TEMP. PAVT. , A.P.P. "B"	SM	103	24	2472.00
70	616	WATER	CM	200	4	800.00
71	616	CALCIUM CHLORIDE	MTON	1	129	129.00
72	619	FIELD OFFICE, TYPE B	LUMP	1	11640	11640.00
73	621	RAISED PAVEMENT MARKER	EACH	95	28	2660.00
74	622	PORTABLE CONCRETE BARRIER, 813mm	M	189	28	5292.00
75	623	CONSTRUCTION LAYOUT STAKES	LUMP	1	20000	20000.00
76	624	MOBILIZATION	LUMP	1	25000	25000.00
77	626	BARRIER REFLECTOR, TYPE A	EACH	57	5	285.00
78	630	GROUND MOUNTED SUPPORT, NO. 2 POST	M	51	20	1020.00
79	630	GROUND MOUNTED SUPPORT, NO. 3 POST	M	21	20	420.00
80	630	SIGN, FLAT SHEET	SM	5	131	655.00
81	630	SIGN, FLAT SHEET, TYPE G	SM	4	146	584.00
82	630	REM. OF GROUND MOUNTED SIGN AND DISPOSAL	EACH	1	10	10.00
83	630	REM. OF GROUND MOUNTED SIGN AND REERECTION	EACH	6	38	228.00
84	630	REM. OF POLE MOUNTED SIGN AND REERECTION	EACH	5	14	70.00
85	630	REM. OF POLE MOUNTED SIGN AND REERECTION	EACH	1	45	45.00
86	642	EDGE LINE, TYPE 2	KM	2	212	424.00
87	642	CENTER LINE, TYPE 2	KM	1	275	275.00
88	642	STOP LINE, TYPE 2	M	31	7	217.00
89	642	TRANSVERSE LINE, TYPE 2	M	88	3	264.00
90	642	REM. OF PAVT. MARKING	M	52	1	52.00
91	659	SEEDING AND MULCHING	SM	8149	1	8149.00
92	659	REPAIR SEEDING AND MULCHING	SM	408	1	408.00
93	659	COMMERCIAL FERTILIZER	KG	383	1	383.00
94	659	WATER	CM	97	2	194.00
95	660	SODDING REINFORCED	SM	93	13	1209.00
96	SPL	COMPUTER EQUIP. FOR TYPE B OR C OFFICE	LUMP	1	4017	4017.00
97	SPL	SEALING OF CONC. SURFACES	SM	1645	15	24675.00
98	SPL	SEALING OF CONC. SURFACES (EPOXY)	SM	151	15	2265.00
99	SPL	DRILLED SHAFTS, AS PER PLAN	M	154	3000	462000.00
100	SPL	CONTINGENCIES	LUMP	1	251036	251036.00

\$3,000,000.00



County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

September 22, 1998

STATUS OF FUNDS REPORT

Project: Blue Rock Bridge Relocation (B-0009)


This is to certify that the sum of \$2,400,000.00 is available as the local matching funds in connection with the application for State Capital Improvement Funds for the above mentioned project.

The source of the local match will be through FHWA BR funds which are administered by ODOT. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

Chief Executive Officer:


WILLIAM W. BRAYSHAW, P.E.-P.S.
HAMILTON COUNTY ENGINEER

Chief Financial Officer:


DUSTY RHODES
HAMILTON COUNTY AUDITOR

RESOLUTION

APPOINTING WILLIAM W. BRAYSHAW, P.E., P.S., HAMILTON COUNTY
ENGINEER, AS CHIEF EXECUTIVE OFFICER OF HAMILTON COUNTY FOR
PURPOSES OF APPLYING FOR INFRASTRUCTURE FUNDING

BY THE BOARD:

WHEREAS, the State Capital Improvement Program and Local Transportation
Improvement Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications
for projects within Hamilton County, the State of Ohio; and

WHEREAS, Hamilton County is applying for infrastructure repair and
replacement projects; and

WHEREAS, the Ohio Public Works Commission requires that a Chief
Executive Officer be appointed;

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of
Hamilton County, Ohio, that William W. Brayshaw be appointed to the position
of Chief Executive Officer for the Political Subdivision of Hamilton County
for the purpose of applying for infrastructure funding and to execute such
agreements with the Ohio Public Works Commission.

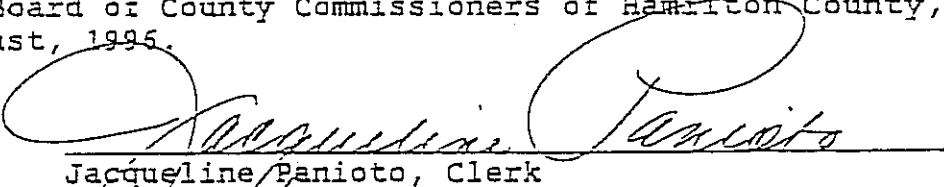
ADOPTED at a regularly adjourned meeting of the Board of County
Commissioners of Hamilton County, Ohio, this 28th day of August, 1996.

Mr. Bedinghaus AYE Mr. Dowlin AYE Mr. Guckenberger AYE

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct
transcript of a resolution adopted by the Board of County Commissioners in
session the 28th day of August, 1996.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official
Seal of the Office of the Board of County Commissioners of Hamilton County,
Ohio, this 28th day of August, 1996.


Jacqueline Panioto, Clerk
Board of County Commissioners
Hamilton County, Ohio

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the **Blue Rock Bridge Relocation (B-0009)** project application are a true and accurate count done by the Hamilton County Engineer's Office, Traffic Division.


WILLIAM W. BRAYSHAW, P.E.- P.S.
HAMILTON COUNTY ENGINEER

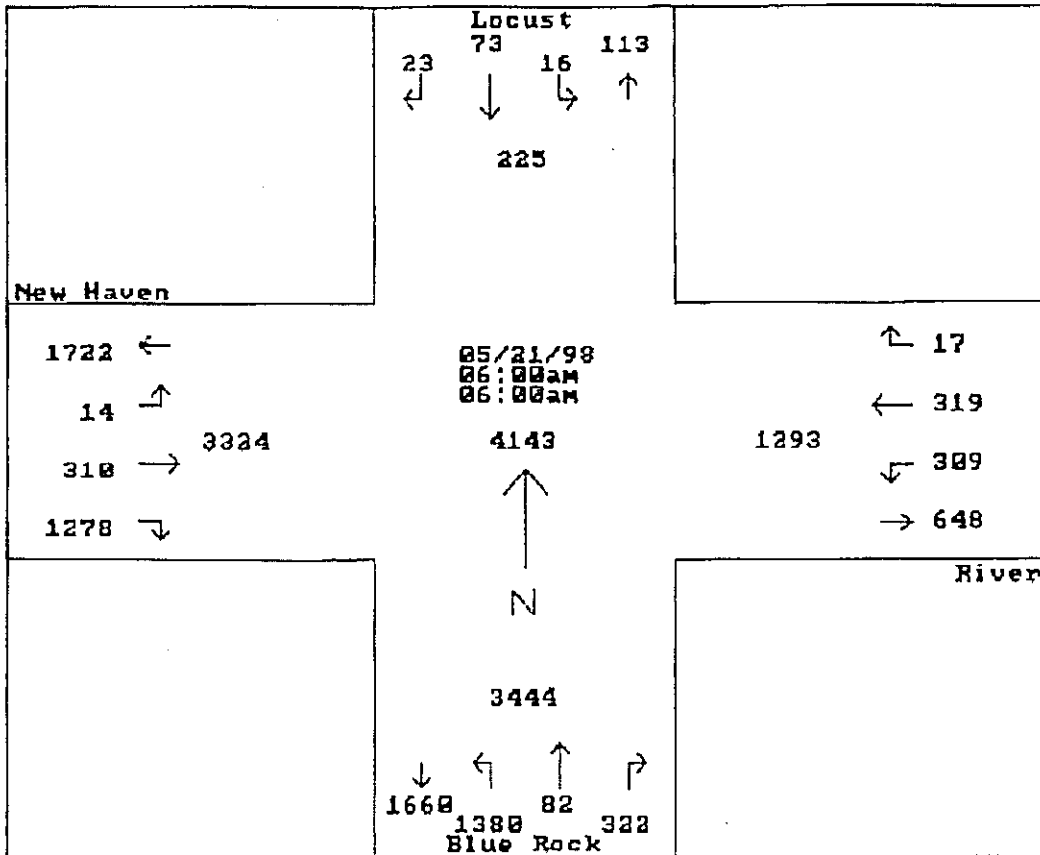
Weather : Clear / Mild
 Counted by: A. Dole
 Board # : 3
 Township : Crosby

William W. Brayshaw PE-PS
 Hamilton County Engineer
 Traffic Department
 R.B. Dexter - Traffic Technician

Study Name: RIVNHBRJ
 Site Code : 00000000
 Start Date: 05/21/98
 Page : 1

Vehicle group 1

Start Time	Locust From North			River From East			Blue Rock From South			New Haven From West			Intrvl. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Grp 1	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	
05/21/98													
06:00	16	73	23	309	319	17	1380	82	322	14	310	1278	4143
Apr.	14.2	65.1	20.5	47.9	49.4	2.6	77.3	4.5	18.0	0.8	19.3	79.7	-
Int.	0.3	1.7	0.5	7.4	7.6	0.4	31.3	1.9	7.7	0.3	7.4	30.8	-



Weather : Clear / Mild
 Counted by: A. Dole
 Board # : 3
 Township : Crosby

William W. Brayshaw PE-PS
 Hamilton County Engineer
 Traffic Department
 R.E. Dexter - Traffic Technician

Study Name: RIVNHBR3
 Site Code : 00000000
 Start Date: 05/21/98
 Page : 1

Vehicle group 1

Start Time	Locust From North			River From East			Blue Rock From South			New Haven From West			Intrvl. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
05/21/98													
05:00	0	0	0	2	0	0	3	0	1	0	0	9	15
06:15	0	2	0	2	1	0	4	1	1	0	1	16	28
06:30	0	3	0	4	3	0	25	0	1	0	0	18	54
06:45	1	2	0	7	1	0	30	0	1	0	0	20	62
Hour	1	7	0	15	5	0	62	1	4	0	1	63	159
07:00	0	1	2	8	2	0	16	1	3	0	1	19	53
07:15	0	1	0	3	3	1	25	0	6	0	1	22	62
07:30	1	2	1	4	1	0	25	0	3	0	1	25	63
07:45	0	3	0	3	2	0	24	0	4	1	4	22	63
Hour	1	7	3	18	8	1	90	1	16	1	7	88	241
08:00	1	3	0	4	9	0	23	0	6	0	2	22	70
08:15	0	0	0	2	2	0	14	0	5	0	4	15	42
08:30	0	2	0	6	1	0	7	0	2	0	2	15	35
08:45	0	0	1	5	3	0	16	0	4	0	5	11	45
Hour	1	5	1	17	15	0	60	0	17	0	13	63	192
09:00	0	0	0	6	4	0	9	0	2	0	7	13	41
09:15	0	0	0	4	5	0	6	0	4	0	4	10	33
09:30	0	0	0	3	3	0	11	2	2	0	3	11	35
09:45	2	2	0	6	5	0	11	1	7	0	2	5	41
Hour	2	2	0	19	17	0	37	3	15	0	16	39	150
10:00	1	0	0	3	3	1	5	0	1	1	2	7	24
10:15	0	0	0	3	2	0	13	0	3	0	4	7	32
10:30	0	1	0	4	4	1	4	1	4	0	8	11	38
10:45	1	0	0	5	5	0	18	1	4	1	2	15	52
Hour	2	1	0	15	14	2	40	2	12	2	16	40	146
11:00	0	2	0	4	1	1	10	1	2	0	7	13	41
11:15	0	2	1	4	8	0	13	1	4	0	4	11	48
11:30	1	0	0	3	6	0	15	3	5	0	3	18	54
11:45	0	1	1	4	3	0	9	2	4	0	4	20	48
Hour	1	5	2	15	18	1	47	7	15	0	18	62	191
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	2	1	2	5	1	14	1	3	0	6	15	50
12:30	1	0	0	5	5	1	15	0	5	1	6	14	53
12:45	0	1	1	6	7	1	20	2	4	0	5	12	59
Hour	1	3	2	13	17	3	49	3	12	1	17	41	162

Weather : Clear / Mild
 Counted by: A. Dole
 Board # : 3
 Township : Crosby

William M. Brayshaw PE-PS
 Hamilton County Engineer
 Traffic Department
 R.E. Dexter - Traffic Technician

Study Name: RIVNHB03
 Site Code : 00000000
 Start Date: 05/21/98
 Page : 2

Start Time	Locust From North			River From East			Blue Rock From South			New Raven From West			Intrvl. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13:00	0	1	0	2	2	0	10	2	2	0	8	11	38
13:15	0	3	0	5	6	1	6	0	7	0	6	14	48
13:30	0	0	1	4	6	0	10	2	6	0	1	16	46
13:45	0	0	1	6	6	1	3	3	3	0	8	13	44
Hour	0	4	2	17	20	2	29	7	18	0	23	54	176
14:00	0	2	0	3	3	0	15	5	1	1	4	16	50
14:15	0	3	0	7	4	0	7	0	4	0	4	12	41
14:30	0	0	0	1	7	0	11	0	2	0	7	13	41
14:45	0	2	0	5	10	0	10	1	7	0	3	19	57
Hour	0	7	0	16	24	0	43	6	14	1	18	60	189
15:00	1	0	0	4	4	0	19	2	5	0	8	14	57
15:15	0	0	1	3	6	0	19	0	6	0	10	21	66
15:30	0	0	1	5	12	1	23	4	10	0	7	16	79
15:45	0	1	1	3	7	0	14	2	4	1	9	45	87
Hour	1	1	3	15	29	1	75	8	25	1	34	96	289
16:00	0	0	0	3	6	2	29	0	6	0	8	27	81
16:15	0	2	0	6	8	0	30	4	4	0	4	18	76
16:30	0	0	0	6	5	0	52	3	11	0	8	32	117
16:45	0	0	1	5	8	0	68	1	11	0	6	43	145
Hour	0	2	1	20	27	2	179	10	32	0	26	120	419
17:00	0	2	0	7	6	0	67	4	4	0	7	49	146
17:15	1	2	0	13	7	0	60	2	13	3	8	48	157
17:30	0	2	2	7	2	0	55	1	17	1	9	39	135
17:45	0	1	0	9	14	0	72	2	11	0	4	32	145
Hour	1	7	2	36	29	0	254	9	45	4	28	168	583
Total	11	51	16	216	223	12	965	57	225	10	217	894	2897
% Apr.	14.1	65.3	20.5	47.8	49.4	2.6	77.3	4.5	18.0	0.8	19.3	79.7	-
% Int.	0.3	1.7	0.5	7.4	7.6	0.4	33.3	1.9	7.7	0.3	7.4	30.8	-

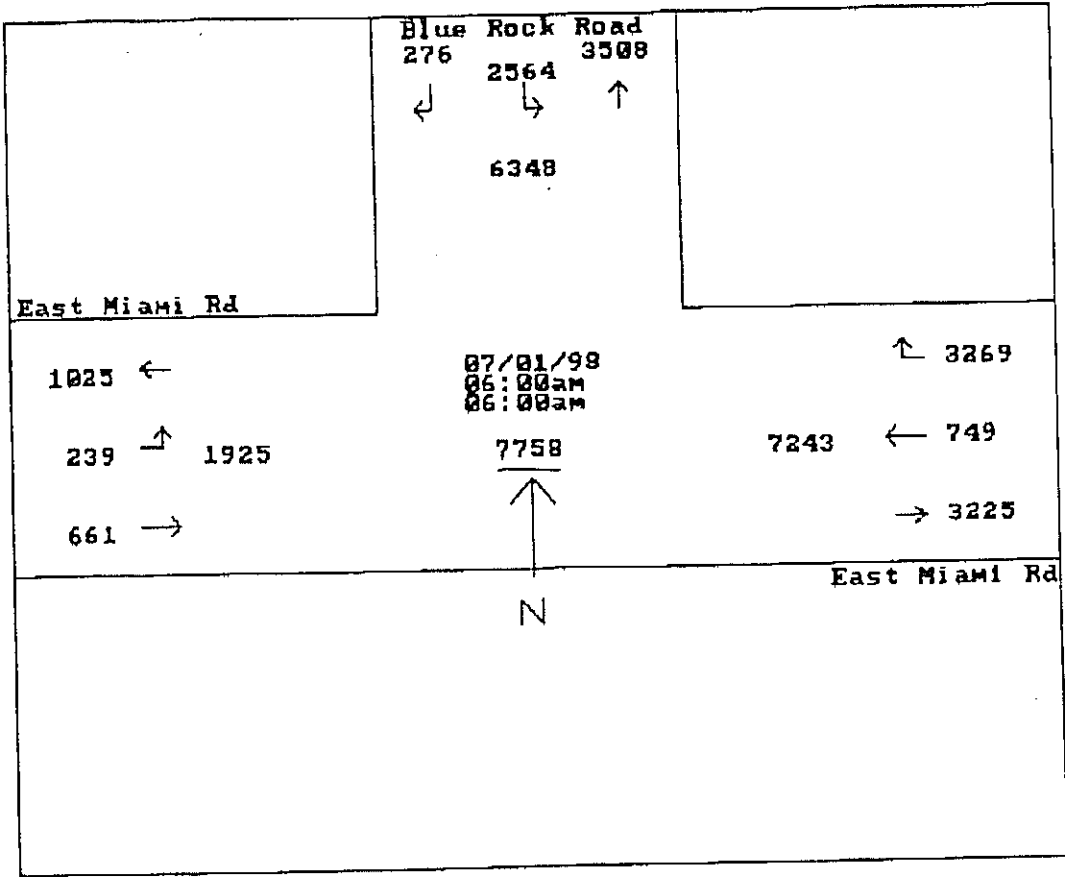
William W. Braysbaw P.E.-P.S.
Hamilton County Engineer
Traffic Department
Tom Langenbrunner, Traffic Supervisor

Study Name: EMBRWJCT
Site Code : 00000000
Start Date: 07/01/98
Page : 1

Weather : Mostly Sunny & Warm
Counted by: A. Dole
Board # :
Township : Colerain Township

Vehicle group 1

Start Time	Blue Rock Road From North		East Miami Rd From East		East Miami Rd From West		Intvl. Total
	Left	Right	Thru	Right	Left	Thru	
Grp 1	1.430	1.430	1.430	1.430	1.430	1.430	
07/01/98							
06:00	2564	276	749	3269	239	661	7758
1 Apr.	90.2	9.7	18.6	81.3	26.5	73.4	-
1 Int.	33.0	3.5	9.6	42.1	3.0	8.5	-



24 Hour Count (Factor = 1.43)

East Miami River Road & Blue Rock Road
West Junction

Weather : Mostly Sunny & Warm
 Counted by: A. Dole
 Board # :
 Township : Colerain Township

William W. Brayshaw P.E.-P.S.
 Hamilton County Engineer
 Traffic Department
 Tom Langenbrunner, Traffic Supervisor

Study Name: EMBRNJCT
 Site Code : 00000000
 Start Date: 07/01/98
 Page : 1

Vehicle group 1

Start Time	Blue Rock Road From North		East Miami Rd From East		East Miami Rd From West		Intrvl. Total
	Left	Right	Thru	Right	Left	Thru	
07/01/98							
06:00	34	6	4	19	1	14	78
06:15	41	0	10	44	0	10	105
06:30	61	6	19	49	1	9	145
06:45	23	6	4	77	1	13	124
Hour	159	18	37	189	3	46	452
07:00	33	1	9	49	1	14	107
07:15	39	0	10	53	1	9	112
07:30	41	1	10	77	1	24	154
07:45	49	1	16	70	0	10	146
Hour	162	3	45	249	3	57	519
08:00	51	6	16	51	1	16	141
08:15	37	0	13	59	0	13	122
08:30	29	1	4	41	0	16	91
08:45	33	0	10	30	4	10	87
Hour	150	7	43	181	5	55	441
09:00	39	1	13	37	4	1	95
09:15	30	0	14	23	0	4	71
09:30	49	1	9	29	1	10	99
09:45	27	1	6	29	1	19	83
Hour	145	3	42	118	6	34	348
10:00	10	4	16	34	0	19	83
10:15	41	0	6	24	4	13	88
10:30	34	0	4	33	4	14	89
10:45	49	0	13	43	1	6	112
Hour	134	4	39	134	9	52	372
11:00	71	4	13	27	0	6	121
11:15	70	4	13	27	1	9	124
11:30	53	9	16	43	13	4	138
11:45	34	9	14	43	4	9	113
Hour	228	26	56	140	18	28	496
12:00	0	0	0	0	0	0	0
12:15	10	0	0	1	0	0	11
12:30	1	0	0	1	0	0	2
12:45	6	0	0	1	0	0	7
Hour	17	0	0	3	0	0	20

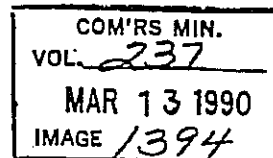
Weather : Mostly Sunny & Warm
 Counted by: A. Dole
 Board # :
 Township : Colerain Township

William W. Brayshaw P.E.-P.S.
 Hamilton County Engineer
 Traffic Department
 Tom Langenbrunner, Traffic Supervisor

Study Name: EMBRWJCT
 Site Code : 00000000
 Start Date: 07/01/98
 Page : 2

Vehicle group 1

Start Time	Blue Rock Road From North		East Miami Rd From East		East Miami Rd From West		Intrvl. Total
	Left	Right	Thru	Right	Left	Thru	
13:00	6	0	0	16	0	0	22
13:15	1	0	0	4	0	0	5
13:30	9	0	0	1	0	0	10
13:45	0	9	0	4	1	0	14
Hour	16	9	0	25	1	0	51
14:00	0	43	0	0	29	0	72
14:15	0	14	0	6	13	1	34
14:30	1	0	1	6	0	0	8
14:45	1	0	0	6	0	0	7
Hour	2	57	1	18	42	1	121
15:00	4	0	0	4	0	0	8
15:15	0	0	0	0	0	0	0
15:30	29	1	6	30	1	13	80
15:45	43	6	14	63	6	10	142
Hour	76	7	20	97	7	23	230
16:00	120	6	14	63	13	23	239
16:15	73	6	33	77	4	10	203
16:30	76	4	24	80	4	16	204
16:45	63	9	29	109	14	13	237
Hour	332	25	100	329	35	62	883
17:00	82	6	13	119	6	34	260
17:15	87	1	6	137	9	23	263
17:30	96	13	27	156	10	23	325
17:45	56	1	29	219	9	14	328
Hour	321	21	75	631	34	94	1176
18:00	51	13	66	172	4	10	316
Total	1793	193	524	2286	167	462	5425
% Apr.	90.2	9.7	18.6	81.3	26.5	73.4	-
% Int.	33.0	3.5	9.6	42.1	3.0	8.5	-



County of Hamilton

DONALD C. SCHRAMM, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202

GENERAL INFORMATION (513) 632-8523

March 14, 1990

9
Board of County Commissioners
Room 603, County Administration Bldg.
138 East Court Street
Cincinnati, OH 45202

Attention: Angela Detzel, Clerk

SUBJECT: County Engineer - Lowering Load Limit for One (1) Bridge
Placing Load Limit for Six (6) Bridges

Honorable Board:

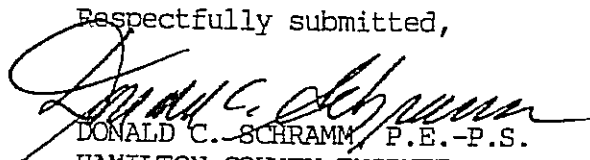
Continual excessive deterioration of the structural steel on the truss bridge structure Bridge No. B-0009, Blue Rock Road (C.R.-71) over the Great Miami River, (New Baltimore) has necessitated lowering the load limit from Fifteen (15) Ton to Five (5) Ton.

Excessive deteriorations of structures, which have been discovered during the annual bridge inspections, has necessitated placing load limits on the following bridges; Bridge No. B-0227 Clough Road (C.R.-358) 10 Ton, Bridge No. B-0793 East Miami River Road (C.R.-176) 20 Ton, Bridge No. B-1063 Lawrenceburg Road (C.R.-15) 20 Ton, Bridge No. B-0189 Taylor Road (C.R.-154) 20 Ton, Bridge No. SHA-0131 Wyscarver Road (Sharonville) 20 Ton, and Bridge No. SHA-0212 Kemper Road (Sharonville) 10 Ton.

Please find attached a Resolution for the purpose of lowering the load limit on Blue Rock Road (C.R.-71) Bridge No. B-0009 and placing load limits on the above stated six (6) bridges.

We recommend your Board adopt this Resolution and return to this office for further processing.

Respectfully submitted,



DONALD C. SCHRAMM, P.E.-P.S.
HAMILTON COUNTY ENGINEER

DCS/DJP/gr
Attachments

cc: Sheriff Simon L. Leis
J. Nimz, J. Sizemore
Bridge Department
Project File
Office File
Meeting Folder

On motion of Mr. Taft, the following resolution was adopted.

COM'RS MIN.
VOL. 237
MAR 13 1990
IMAGE 1395


Angela Petzel, Clerk
Board of County Commissioners
Hamilton County, Ohio

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

September 23, 1998

STATUS OF RIGHT-OF-WAY

There are three parcels involved on this project. All three will be permanent right-of-way by fee. One parcel owner is Crosby Township which is in agreement with the project. Current property owners have been informed of the project but right-of-way negotiations can not begin until final plan approval by ODOT. We expect final plan approval by early October 1998 and negotiations to be completed within three months.

ADDITIONAL SUPPORT INFORMATION

For Program Year 1999 (July 1, 1999 through June 30, 2000), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the Current State form BR-86.

Closed _____

Poor X

Fair _____

Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Existing structure is narrow and bans trucks from using it which causes a long detour for commercial traffic. Truss beams are deteriorated to the point that most metal surfaces have rusted and show significant pack rust at the connections. Stone abutments are deteriorated and bulging. Approach roadway geometry is poor, which is evident by numerous accidents into the guardrail. The structure has been load limited to 5 tons. Existing structure built in 1914 has a sufficiency rating of 6.0, is structurally deficient and is rated a 4P.

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1999) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

1 weeks/ months (Circle one)

Are preliminary plans or engineering completed? ☒ Yes No

Are detailed construction plans completed? ☒ Yes No

Are all right-of-way and easements acquired? * Yes ☒ No N/A

*Please answer the following if applicable:

No. of parcels needed for project: 3 Of these, how

many are Takes 3 , Temporary _____, Permanent _____

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordination's completed? ☒ Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. 6 weeks/ months

- This is an important connector over the Great Miami River to New Baltimore and the northwestern part of Hamilton County. The removal of the load limit will allow emergency vehicles another crossing over the Great Miami River. Welfare will be improved by allowing greater access to Western Hamilton County. Safety will be improved by the improvement to the alignment and by widening of lanes to county standard.

- Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1998 for this project with the Hamilton County Engineer's Office.

80 9/8

- Yes X No

6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 7758 X 1.20 = 9310 users/day (Not including trucks which have been banned since the 1970's)

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

7) Has the jurisdiction developed a Five-Year Capital Improvement Plan as required in O.R.C., chapter 164?

Yes X No

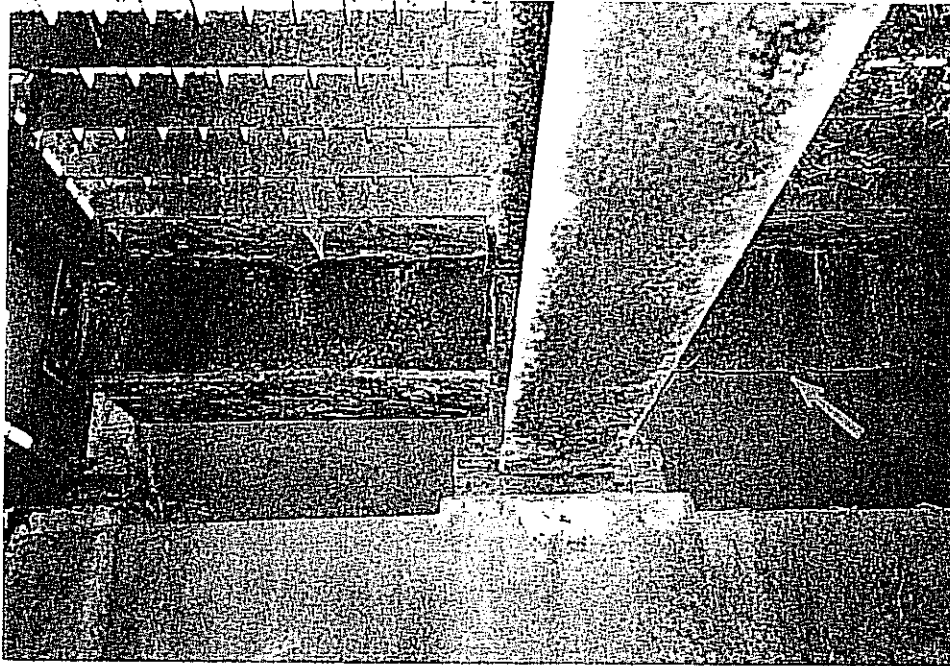
8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Blue Rock Road Bridge provides access to New Baltimore and areas in northwestern Hamilton County including Fernald and Harrison, Ohio.

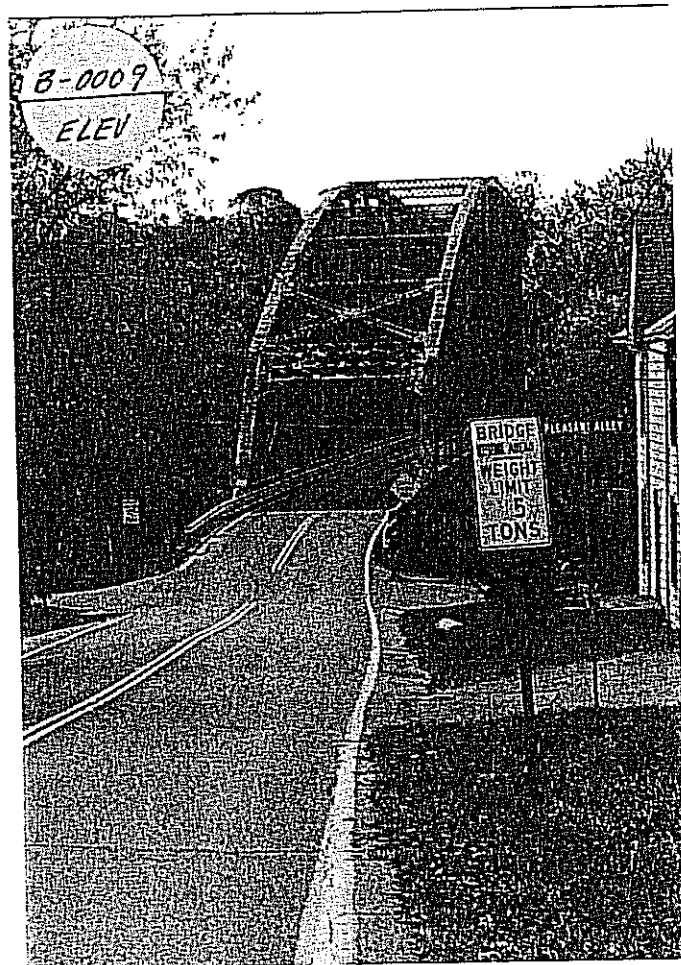
9) For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS Proposed LOS

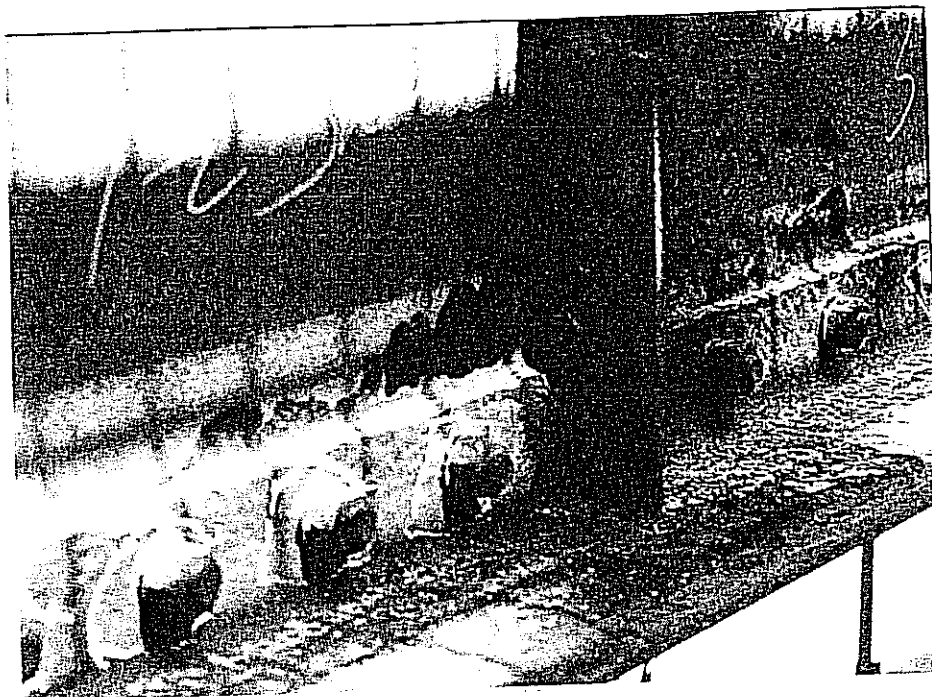
If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)



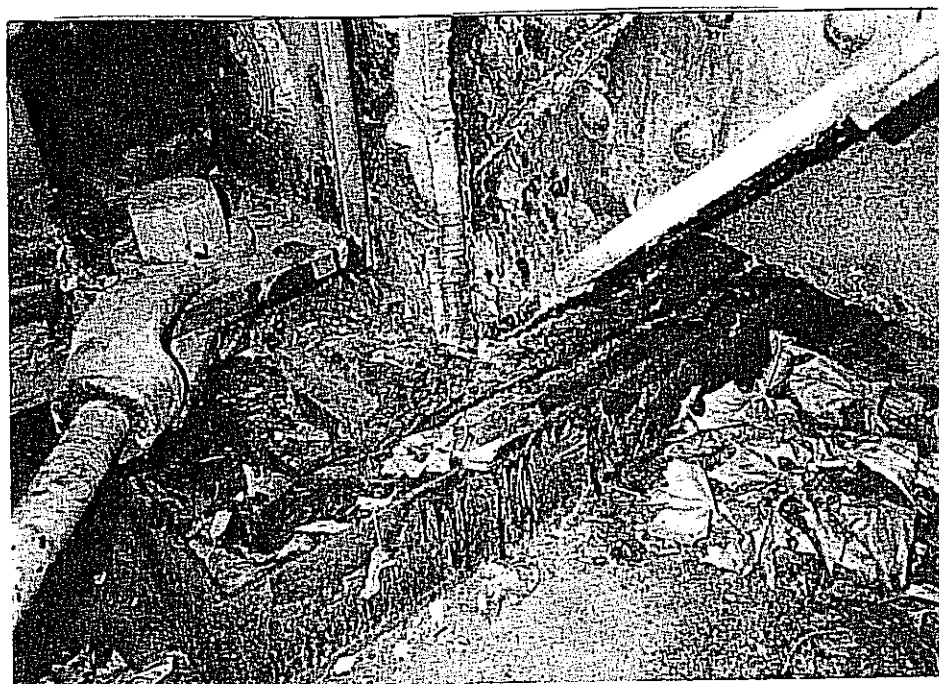
Photograph No. 1 - Looking south at Stringer 8 at the south abutment. Note: Moderate corrosion of grid deck, fractured diaphragm web, corroded diaphragm with bottom flange missing, and corroded sliding stringer bearings.



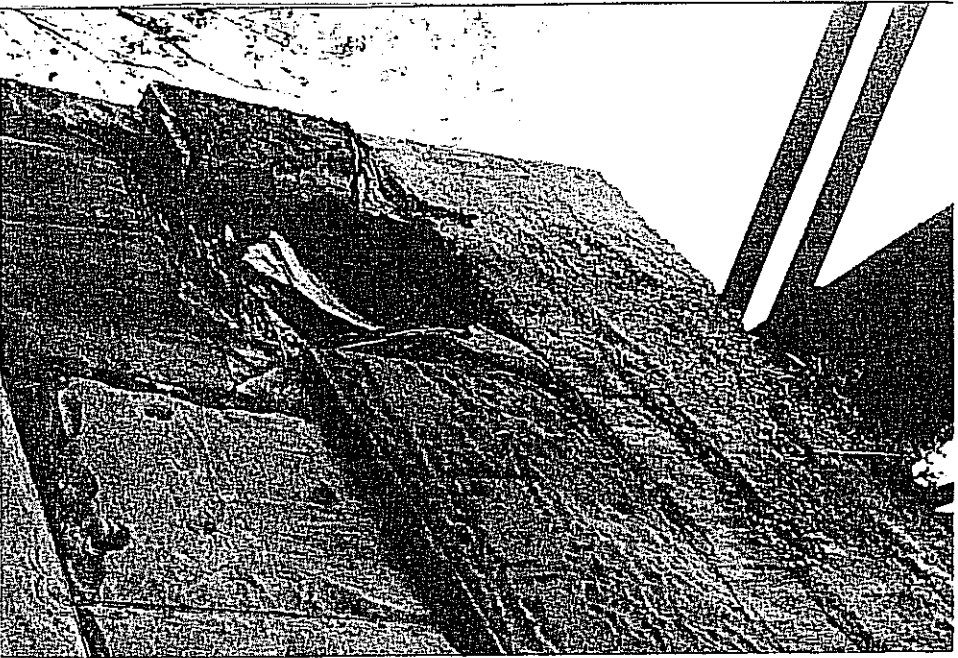
Blue Rock Road Bridge B-0009



Deterioration of Connections



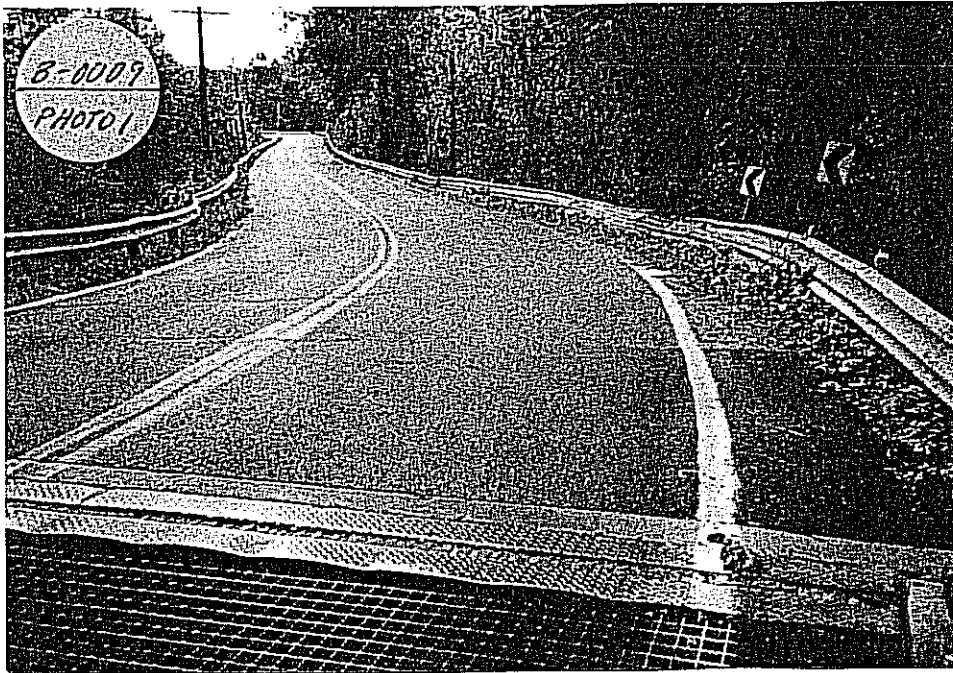
Deterioration of Connections



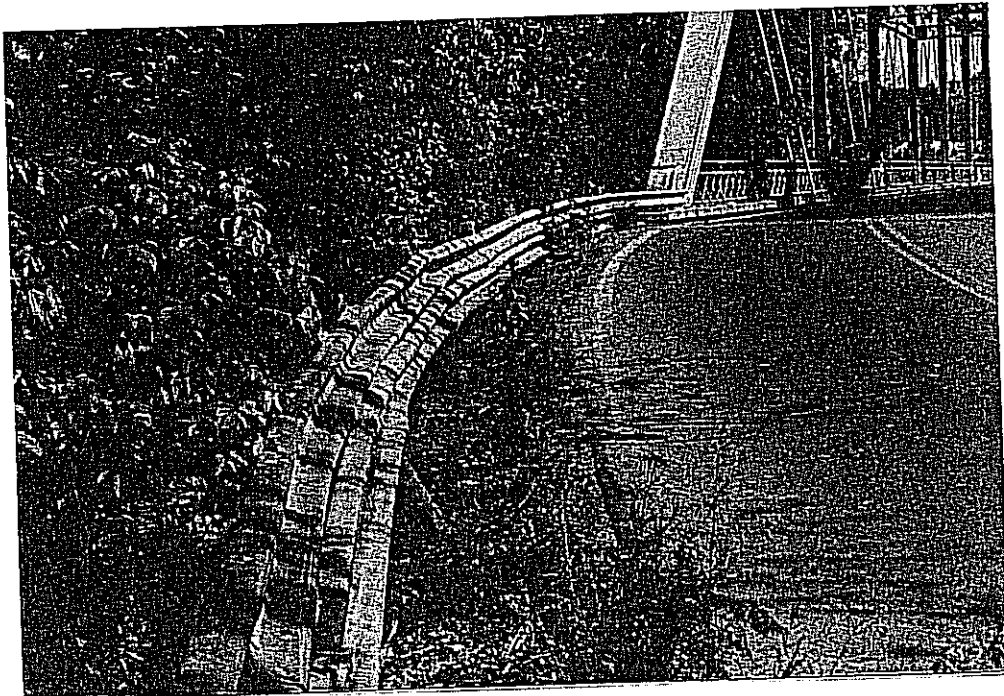
Condition of Abutment



Condition of Abutment



Looking south showing damaged guardrail due to poor alignment



Showing damaged guardrail due to poor alignment

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

BRIDGE INSPECTION REPORT

BR-86 REV. 02-95

3	1	3	0	7	6	2
---	---	---	---	---	---	---

 STRUCTURE FILE NUMBER 7

 BRIDGE NUMBER HAM C0071 0009
 CO ROUTE UNIT
YEAR BUILT 1470
 DIST. 08 BRIDGE TYPE STEEL/TRUS/THRU TYPE SERVICE 1 15 GREAT MIAMI RIVER

HAM

DECK				
1. FLOOR	5-STL GRD DP ₈	2	2. WEARING SURFACE	G-OTHER ₄₁ 1
3. CURBS, SIDEWALKS & WALKWAYS	2-STL/ 2-STL ₉	2	4. MEDIAN	42
West side damaged				
5. RAILING	7 ₁₀	2	6. DRAINAGE	G-OTHER ₄₃ 1
Cover plates rattle under traffic.				
7. EXPANSION JOINTS	Appear loose 1-FING ₁₁	3	8. SUMMARY	44 6
SUPERSTRUCTURE				
1. ALIGNMENT	MAX. SPAN=458	12 1	10. BEAMS/GIRDERS/SLAB	N ₄₅
			Bearings at north abutment -- shims	
3. DIAPHRAGMS or CROSSFRAMES	TOT. LGTH=469	13	12. JOISTS/STRINGERS	corroded and loose ₄₆ 3
See back			14. FLOOR BEAM CONNECTIONS	Rust (see #13) ₄₇ 4
5. FLOOR BEAMS		14 4	16. DIAGONALS	Rust, worst at splices w/ angles ₄₈ 2
Rust			18. TOP CHORD	Rust ₄₉ 2
7. VERTICALS		15 2	20. LOWER LATERAL BRACING	Rust ₅₀ 2
Rust			22. SWAY BRACING	Major rust at floor exp. brgs. -- need 1-RLRS ₅₂ 3
9. END POSTS		16 2	24. BEARING DEVICES	grease ₅₃
Rust, worse at connections			26. ARCH COLUMNS or HANGERS	Rust ₅₄ 4
11. LOWER CHORD		17 2	28. PAINT	TYPE: U YEAR=94 ₅₅
Rust			30. FATIGUE PRONE CONNECTIONS	₅₆ 3
13. TOP LATERAL BRACING		18 2	32. SUMMARY	₅₇ 2
Rust			34. ABUTMENT SEATS	₅₈
15. PORTALS		19 2	36. PIER SEATS	
17. ARCH		20		
19. SPANDREL WALLS		21		
Rust, corroded unknown extent				
21. PINS/HANGERS/HINGES		22 3		
(See # 7 above)				
23. LIVE LOAD RESPONSE		23 S		
SUBSTRUCTURE				
1. ABUTMENTS	3-CONC/STN ₂₄	2	34. ABUTMENT SEATS	₅₇ 2
			36. PIER SEATS	₅₈
3. PIERS	N-NONE ₂₅			

NO 30 000

SCIP/LTIP PROGRAM
ROUND 13 - PROGRAM YEAR 1999
PROJECT SELECTION CRITERIA
JULY 1, 1999 TO JUNE 30, 2000

JURISDICTION/AGENCY: Hann Co

NAME OF PROJECT: Blue Rock

PRELIMINARY SCORE FOR THIS PROJECT: 60

FINAL SCORE FOR THIS PROJECT: _____

RATING TEAM: 4

- POINTS
- 1) If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum for definition of delinquency) | 5
- 5 Points - Will be under contract by end of 1999 and no delinquent projects in Rounds 10 & 11.
- 3 Points - Will be under contract by March 30, 2000 and/or Jurisdiction has had one delinquent project in Rounds 10 & 11.
- 0 Points - Will not be under contract by March 30, 2000 and/or Jurisdiction has had more than one delinquent project in Rounds 10 & 11.
- 2) What is the physical condition of the existing infrastructure to be replaced or repaired? (See Addendum for definitions) | 23
- 25 Points - Failed
- 23 Points - Critical
- 20 Points - Very Poor
- 17 Points - Poor
- 15 Points - Moderately Poor
- 10 Points - Moderately Fair
- 5 Points - Fair Condition
- 0 Points - Good or Better

NOTE: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.

- 5 Points - Project design is for future demand.
- 4 Points - Project design is for partial future demand.
- 3 Points - Project design is for current demand.
- 2 Points - Project design is for minimal increase in capacity.
- 1 Point - Project design is for no increase in capacity.

4

4) How important is the project to HEALTH, SAFETY, AND WELFARE of the Public and the citizens of the District and/or service area? (See Addendum for definitions)

- 10 Points - Highly significant importance, with substantial impact on all 3 factors.
- 8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.
- 6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.
- 4 Points - Minimal importance, with noticeable impact on 1 factor
- 2 Points - No measurable impact

8

5) What is the overall economic health of the jurisdiction?

- 10 Points
- 8 Points
- 6 Points
- 4 Points
- 2 Points

6

6) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required; however, up to 5 additional points will be awarded according to the Loan & Credit Enhancement scale as stated below. All grant-funded projects require a minimum of 10% matching funds. Points will be awarded according to the following schedule:

Projects below \$1,000,000

- 10 Pts - 50% or more
- 8 Pts - 40% to 49.99%
- 6 Pts - 30% to 39.99%
- 4 Pts - 20% to 29.99%
- 2 Pts - 10% to 19.99%

Projects \$1M to \$2M

- 10 Pts - 60% or more
- 8 Pts - 50% to 59.99%
- 6 Pts - 40% to 49.99%
- 4 Pts - 30% to 39.99%
- 2 Pts - 20% to 29.99%
- 0 Pts - 10% to 19.99%

Projects above \$2M

- 10 Pts - 70% or more
- 8 Pts - 60% to 69.99%
- 6 Pts - 50% to 59.99%
- 4 Pts - 40% to 49.99%
- 2 Pts - 30% to 39.99%
- 0 Pts - 10% to 29.99%

Loans & Credit Enhancements

- 5 Pts - 50% or more
- 4 Pts - 40% to 49.99%
- 3 Pts - 30% to 39.99%
- 2 Pts - 20% to 29.99%
- 1 Pt - 10% to 19.99%

10

20

- 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.

5 Points - Complete ban
3 Points - Partial ban
0 Points - No ban of any kind

3

- 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 16,000 or more
4 Points - 12,000 to 15,999
3 Points - 8,000 to 11,999
2 Points - 4,000 to 7,999
1 Point - 3,999 and under

9310

3

- 9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

3

- 10) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?

5 Points - Two of the above
3 Points - One of the above
0 Points - None of the above

3

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ADDENDUM TO THE RATING SYSTEM DEFINITIONS/CLARIFICATIONS

Criterion 1 - ABILITY TO PROCEED

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project will be considered delinquent when any of the following occurs: 1) A letter is sent from the OPWC to the affected jurisdiction stating that the project has not moved in accordance with the time frame listed on the application (copies are sent to the District); or 2) no time extension has been granted by the OPWC; or 3) A jurisdiction receiving approval for a project subsequently terminates the same after the bid date on the application. The OPWC sends a letter to a jurisdiction which announces that its' project is going to be terminated when the project is sixty (60) days beyond the bid date shown on the original application and a time extension for the project has not previously been requested or has been denied.

Criterion 2 - CONDITION

Condition is based on the amount of deterioration that is *field verified* or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: no part of the bridge can be salvaged; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: only the substructure can be salvaged with modifications; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: substructure and superstructure can be salvaged with extensive repairs; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: deck cannot be salvaged, substructure and superstructure need repair; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: deck can be salvaged with repairs and overlay; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: deck rehabilitation required, overlay not required.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor rehabilitation required.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity; Bridges: no work required.

Criterion 4 - *HEALTH, SAFETY & WELFARE*

Definitions:

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

EXAMPLES: Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

EXAMPLES: Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

EXAMPLES: Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply, and if so, to what severity level (minor or significant).

The severity and extent of the problem, as it relates to Health, Safety and Welfare, MUST be fully detailed by the applicant and apparent to the rating team. The Support Staff will not attempt to determine these issues on its own.

Without such detail the jurisdiction should expect a lower rating than the project may deserve.

Criterion 9 - *REGIONAL IMPACT*

Definitions:

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving and entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.